2. Tank Inspection, ~~and~~ Repair and Maintenance

The purpose of the deliverables to be developed and the work to be performed under this Section~~Paragraph~~ is to identify and evaluate ~~and document~~ tank inspection, ~~and~~ repair and maintenance ("TIRM") procedures to ensure the continued integrity of the bulk fuel field constructed underground storage tank ~~("tank")~~ system at the Facility and to develop and implement improvements to these procedures to prevent releases to the environment. ~~At a minimum, this deliverable will evaluate and document the following:~~

~~Current tank inspection and repair procedures;~~
~~Lessons learned from Tank 5 and related modifications to current procedures;~~
~~Quality Control and Assurance of tank inspection and repair;~~
~~Improvement opportunities;~~
~~Schedule/frequency of modified API 653 tank inspections and repairs; and~~
~~Tank re-commissioning procedures up to and including the re-filling process.~~

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2.1 Scoping Meeting for ~~Tank Inspection and Repair~~ TIRM Procedures Report

Within thirty (30) days from the Effective Date of the AOC, the Navy and DLA shall schedule and hold a Scoping Meeting to be attended by the Parties. The purpose of the Scoping Meeting will be to detail the contents of the ~~Tank Inspection and Repair~~ TIRM Procedures Report. During the meeting, the options, criteria, and weighting factors for the decision and implementation to be performed under tasks 2.3 and 2.4 of this Section will be discussed, and all parties will communicate their preferences.

2.2 ~~Tank Inspection and Repair~~ TIRM Procedures Report

Within 120 days from the Scoping Meeting, the Navy and DLA shall submit a ~~Tank Inspection and Repair~~TIRM Procedures Report to the Regulatory Agencies. The ~~Tank Inspection and Repair~~ TIRM Procedures Report shall describe the current procedures and evaluate~~describe~~ options for improvements.

At a minimum, the TIRM Procedures Report shall identify and evaluate the following:

- Current tank inspection, repair and maintenance procedures;
- Lessons learned from Tank 5 and related modifications to current procedures;
- Quality Control and Assurance of tank inspection, repair and maintenance;
- Options for improving the inspection, repair and maintenance procedures;
- Schedule/frequency of modified API 653 tank inspections, repairs and maintenance; and
- Tank re-commissioning procedures up to and including the re-filling process.

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2.3 ~~Tank Inspection and Repair~~ TIRM Procedures Decision Meeting

Within sixty (60) days from the receipt by the Regulatory Agencies of the ~~Tank Inspection and Repair~~ TIRM Procedures Report, the Navy and DLA shall schedule and hold a

Decision Meeting to be attended by the Parties. The purpose of the Decision Meeting is to outline a plan for implementing improved the tTank Iinspection, and Rrepair and maintenance Pprocedures and create a schedule for tank inspection, repair and maintenance at the FacilityImplementation Plan for improvements to future tank inspection and repair. The specific decisions will not be made during this meeting. The final decisions will be established at the point the Regulatory Agencies approve the decision document.

2.4 Tank Inspection and Repair TIRM Procedures Decision Document and Implementation

Within sixty (60) days from the Decision Meeting, the Navy and DLA shall submit a Tank Inspection and Repair TIRM Decision Document to the Regulatory Agencies for approval. The TIRM Decision Documentis document shall explain the procedures to be used and include set forth a TIRM sSchedule for tank inspection, repair and maintenance. Once approved by the Regulatory Agencies, the Navy shall proceed with implementation of theimplement and operate consistently with the Tank Inspection and Repair Procedures Decision DocumentTIRM Decision Document and shall adhere to the TIRM Schedule unless modified under Sections 3.5 or 3.6.

3. Tank Upgrade Alternatives

The purpose of the deliverables to be developed and work to be performed under this Section is to identify and evaluate the various tank upgrade alternatives ("TUA") and then select and implement the best available practicable technologies ("BAPT") that can be applied to the tanks at the Facility to prevent releases into the environment.

As used in this SOWdocument, BAPT shall mean the release prevention methods, equipment, repair, maintenance, new construction and procedures, or any combination thereof, that offer the most protection to the environment while considering feasibility and cost-effectiveness. The selection and approval of BAPT shall be based on, but is not limited to, consideration of the following factors: the risks and benefits of the particular technology; the capabilities, feasibility and requirements of the technology and facilities involved; and the cost of implementing and maintaining the technology. Reliance on any one of these factors to the exclusion of other factors is inappropriate.

The Navy and DLA may propose to pursue pilot programs to evaluate technologies and use data and conclusions drawn from such pilot programs in the development and evaluation of TUA, subject to the approval of the Regulatory Agencies. Any tank that receives a Regulatory Agency approved pilot technology which achieves the environmental performance standards defined as part of the of the decision making process in section 3.4, but is not determined to be BAPT, will not be required to be upgraded to BAPT during the initial 22 year implementation period. The Navy and DLA may also propose pilot programs as part of their re-evaluation of new TUA under Section 3.6. A pilot program may only be utilized in a tank with approval from the Regulatory Agencies and shall only become BAPT when approved as such by the Regulatory

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Agencies. Any proposed pilot program must at least meet the minimum performance standards of any currently approved BAPT.

~~The Navy and DLA shall complete upgrades to the Red Hill tanks by applying BAPT, as approved by the Regulatory Agencies, to all Red Hill tanks actively storing fuel. The implementation of BAPT shall be performed in accordance with the approved TUA Decision Document and Implementation Plan ("TUA DDIP") and any modifications to that document that occur as a result of pilot testing or an approved Re-Evaluation Report as described in section 3.6. Tanks to which BAPT have not been applied shall be taken out of service no later than twenty-two (22) years from the Effective Date of this AOC, and may only be returned to use when the most recently approved BAPT has been applied. If any BAPT decision requires military construction funding (a "MILCON"), an extension of up to 5 years may be granted by the Regulatory Agencies. The Navy and DLA shall make a good faith effort to comply with the original 22-year deadline even if a MILCON is required to meet the original BAPT.~~

~~At a minimum, Tank Upgrade Alternatives will evaluate the following:~~

~~Previous Tank Upgrades;~~

~~Secondary Containment Alternatives;~~

~~Coatings;~~

~~Liners/Bladders;~~

~~Associated Leak Detection Systems; and~~

~~Other Alternatives.~~

3.1 Initial Scoping Meeting for TUA Report

Within thirty (30) days from the Effective Date of the AOC, the Navy and DLA shall schedule and hold a Scoping Meeting to be attended by the Parties. The purpose of the Scoping Meeting will be to detail the contents of the Scope of Work for the TUA Report. During the meeting, criteria for decision making will be discussed.

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3.2 TUA Scope of Work

Within ninety (90) days from the final Scoping Meeting, the Navy and DLA shall submit the TUA Scope of Work to the Regulatory Agencies for approval.

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3.3 TUA Report

Within twelve (12) months from when the Scope of Work is approved, the Navy and DLA shall submit a TUA Report to the Regulatory Agencies for approval. The purpose of the TUA Report is to identify and evaluate the various tank upgrade alternatives that can be applied to the USTs at the ~~Facility~~ Facility.

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At a minimum, the TUA Report will evaluate the following:

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- Previous Tank Upgrades;
- Secondary Containment Alternatives;
- Coatings;
- Liners/Bladders;
- Associated Leak Detection Systems; and
- Other Alternatives.

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3.4 TUA Decision Meeting

Within sixty (60) days from the Regulatory Agencies' approval of the TUA Report, the Navy and DLA shall schedule and hold a Decision Meeting to be attended by the Parties. The purpose of the Decision Meeting is to discuss BAPT, the TIRM schedule, and subsequent actions for maintaining, repairing, and upgrading the USTs at the Facility, as well as establishing the environmental performance standards of any proposed pilot technology. ~~BAPT will not be selected or approved during this meeting. Final decisions will be established at the point the Regulatory Agencies approve the TUA DDIP.~~

3.5 TUA Decision Document and Implementation ~~Plan ("TUA DDIP")~~

Within sixty (60) days from the Decision Meeting, the Navy and DLA shall submit a TUA Decision Document~~DIP~~ to the Regulatory Agencies for approval. The TUA Decision Document~~DIP~~ shall define the BAPT to be applied to each ~~of the in-service~~ tank used to store fuel s at the Facility and. ~~The TUA DDIP~~ shall include a plan and schedule for implementation of BAPT. The schedule for implementation of BAPT shall neither incorporate into the TUA Decision Document the TIRM Schedule approved by the Regulatory Agencies in Section 2 or shall, consistently with the BAPT selected, identify a new TIRM Schedule which shall become part of the TUA Decision Document.

~~The TUA DDIP will incorporate or modify, as appropriate, the decisions made under sections 2 and 4 of this SOW.~~ Once approved by the Regulatory Agencies, the Navy and DLA shall ~~proceed with~~ implementation ~~of~~ the TUA Decision Document~~DIP~~ in accordance with itsthe ~~approved~~ TIRM sSchedule and plan for implementation. The TUA Decision Document~~DIP~~ shall be revised as necessary to incorporate ~~decisions resulting in~~ changes to BAPT, the TIRM schedule, and plan for implementation as may occur under section 3.6, ~~and submitted to the Regulatory Agencies for approval~~. Tanks to which BAPT (as prescribed by the TUA Decision Document as may be amended under Section 3.6) have not been applied, shall be taken out of service no later than twenty-two (22) years from the Effective Date of this AOC and may only be returned to use when the most recently approved BAPT has been applied to them. If any BAPT decision requires military construction funding ("MILCON"), an extension of up to 5 years may be granted by the Regulatory Agencies. The Navy and DLA shall make a good faith effort to comply with the original 22 year deadline even if a MILCON is required to meet the initial BAPT.

3.6 Tank Upgrade Alternatives Re-evaluation

At least once every five (5) years from the approval of the initial TUA Decision Document~~DDP~~, the Navy and DLA shall complete an evaluation of new technologies to determine if either BAPT or the TIRM Schedule, or both, should be modified. The Navy and DLA shall propose a scope and process (i.e., a re-evaluation SOW) to the Regulatory Agencies for their approval for each re-evaluation period no later than thirty (30) days prior to the expiration of that five (5) year interval between re-evaluation periods. ~~The Navy and DLA may propose pilot programs as part of their evaluation of new technologies.~~

~~The Navy and DLA shall propose a scope and process ("re-evaluation SOW") for this re-evaluation to the Regulatory Agencies for their approval for each re-evaluation period.~~ A TUA Re-Evaluation Report shall be submitted for Regulatory Agencies' approval prior to the expiration of that five (5) year interval between re-evaluation periods. If a new BAPT, TIRM Schedule, and plan for implementation, or any combination of these, is approved, the TUA Decision Document~~DDP~~ shall be modified ~~to incorporate the new BAPT accordingly with a modified implementation plan and schedule~~. The Navy and DLA shall implement the modified TUA Decision Document after approval by the Regulatory Agencies~~Any tank used for fuel storage will have the new BAPT applied at the beginning of its repair and maintenance cycle as defined in the modified TUA DDP~~.